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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRANSPORTATION

SAFETY ADMINISTRATION

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SAFETY PERFORMANCE STANDARDS

PUBLIC PROGRAM MEETING

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THURSDAY

JUNE 15, 2000

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EAST LIBERTY, OHIO

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The meeting convened at the Vehicle Research and Test Center, Building 60, 10820 State Route 347, East Liberty, Ohio, at 9:45 a.m., Steve Kratzke, presiding.

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C-O-N-T-E-N-T-S

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1 P-R-O-C-E-E-D-I-N-G-S

2 MR. KRATZKE: Thank you. Welcome to
3 everyone who made it here. I came in via Dayton and
4 took a taxicab from Dayton. The highlight for me was
5 the offer to rent a PT Cruiser for \$120.00 a day and
6 I was thinking, you know, I wonder --

7 I'd also like to thank the Alliance for
8 providing the goodies that are here. Mike is a very
9 nice person. I'm sure all of you know I'm not so
10 nice, so I'm going to tell you the story about the
11 refreshments.

12 The Alliance was kind enough to give Mike
13 a credit card for the refreshments. The credit card
14 is expired, it doesn't work, so Mike Monk has put this
15 on a government charge trusting that the Alliance will
16 reimburse him. We would not have refreshments were it
17 up to me.

18 As all of you know we have our standard
19 handouts. Please sign in, if you will. I promise no
20 more door prizes. There should be no disincentive.
21 It's helpful to me to have record of who came and how
22 I can get in touch with you.

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1 We also have our famous score card which
2 we've changed. We changed it from promise to target to
3 try and emphasize that -- Honestly we have no idea
4 when we'll publish these actions. We have of course
5 the familiar copy of the agenda and the rulemaking
6 actions we've published since the last industry
7 meeting.

8 For those who have been doing this I think
9 my first one had three on it and they were not very
10 significant. On this list of published rules, we
11 finally got out advanced air bags. We finally got out
12 the comments on a rollover rating system. We finally
13 responded to some petitions we had to harmonize side
14 impact, so it's not just the volume, it's the
15 significance of the things on this list, so please
16 take this back and show people we do occasionally have
17 productive quarters.

18 Personnel, those of you who've been
19 watching are probably aware of the fact that I have no
20 office director save Noble Bowie. Noble does consumer
21 information and there isn't enough of that, so I'm
22 here by myself.

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1 I have finished interviews for the Office
2 of Crash Worthiness. I'm hoping to have something
3 there soon. We have an announcement out for the
4 Office of Crash Avoidance Standards that closes July
5 12th. I'm sure there are lots of people who are dying
6 to experience working for the government in general
7 and me in particular, so please spend the weeks it
8 takes to do an application for the SES.

9 For those of you don't know him, Jere
10 Medlin, from Crash Avoidance is retiring June 26 at
11 Bolling Air Force Base. Colonel Medlin has been with
12 the government for 42 years and I explained to him,
13 you know, the retirement doesn't go up anymore, it's
14 over, and Jere actually has a lot of other things he
15 wants to do. Hopefully he will be following Jim
16 Hackney's footsteps and work on his golf and in Jere's
17 case fishing. With that, I think I will leap into the
18 agenda.

19 CRASH AVOIDANCE

20 MR. KRATZKE: The first item on the agenda
21 is an update on NHTSA and Transport Canada's proposal
22 to harmonize controls and displays.

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1 At the last quarterly meeting I said we
2 had hoped that, since there is no European standard in
3 this area, since there are U.S. and Canadian standards
4 this would be a wonderful thing for a global-technical
5 regulation. All we have to do is harmonize with
6 Canada, take it to Europe; it should be a done deal,
7 and I'll skip the frustration.

8 It appears that it may not be a
9 global-technical regulation for a while, and I had
10 indicated if that were the case it probably would be
11 a while before you saw it, but we went back and talked
12 and we decided, you know, there is really an advantage
13 to harmonizing the U.S. and Canadian standards anyway.
14 Brian Jonah had written to Bob Shelton in 1998
15 suggesting that we try to work together on this given
16 that it's relatively minor differences that we ought
17 to be able to get done. Bob wrote back and said great
18 idea, and our folks have done a lot of work. So we
19 are planning to publish an NPRM in September that we
20 hope Transport Canada will have a proposal out within
21 a couple of weeks after that, and we have no illusions
22 about anything in Geneva on this. Yes.

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1 UNIDENTIFIED PERSON: (IA). Does this
2 include the use of symbols in the U.S. or allow us to
3 use the symbols, how will you handle that symbol
4 versus words?

5 MR. KRATZKE: I'd rather wait for that.
6 That's one of the big issues. It's one of the
7 challenges for us in trying to draft a
8 global-technical regulation, especially for the
9 international recognized symbol for brake which I
10 confess I'm one of those people who doesn't have a
11 clue what that symbol means.

12 UNIDENTIFIED PERSON: Stay tuned for the
13 NPRM?

14 MR. KRATZKE: Stay tuned. It probably will
15 be out by the next industry meeting and we can discuss
16 it in detail then.

17 Question 2. Please elaborate on the
18 performance requirements that NHTSA is considering for
19 ABS in light trucks and vans, and describe the testing
20 being doing at VRTC.

21 I feel truly funny answering this
22 question. I would think Mike or Ray could do it, but

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1 I'll do it, it's on my agenda. What has happened,
2 what our initial focus was, Europe has a requirement
3 in 13-H that if you have ABS on light vehicles, the
4 ABS must pass a number of tests. We thought, well,
5 that's, certainly worth exploring. So what we have
6 done is run testing here at VRTC where we ran the
7 R-13-H performance requirements on a number of
8 vehicles.

9 What we learned is we have some questions
10 about the accuracy, repeatability and reproducibility
11 under the European test conditions. They're not
12 specified to the same degree our test conditions are,
13 so we plan to conduct a research project over the next
14 two years. This research will look at appropriate
15 test methods, test procedures and performance
16 requirements that we could consider for light vehicle
17 ABS if a vehicle is equipped with it.

18 As an example of one of the things we're
19 doing, in Europe they use an adhesion utilization test
20 to measure braking efficiency. Braking efficiency is
21 something that probably ought to be measured. There
22 are a number of other tests you can use to measure it

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1 that are more repeatable and more reproducible. We'd
2 like to see if we can come up with something that is
3 a positive step forward on this.

4 This is going to be in research for a
5 couple of years, so check back in 2002 or with Ray for
6 a fill-in on this. What we are trying to do is to see
7 if we can develop something akin to R-13-H that
8 addresses some of the technical issues that we found
9 in the work we've done this year. Any questions?

10 Number 3. Do we still expect to publish
11 updated information on ABS effectiveness this fall?
12 That's going to be one of the four items that research
13 is going to talk about this afternoon. I'm going to
14 defer most of that to the afternoon session. We will
15 publish some but not all of our results this fall.
16 Our preliminary findings are that ABS hardware appears
17 to be functioning as designed; that vehicles generally
18 exhibit a better stopping distance performance and
19 stability with ABS operational than they did with ABS
20 disabled.

21 The second part of the question is: Has
22 the agency reviewed the latest IIHS study of ABS

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1 effectiveness, and is our data consistent with those
2 findings? Yes, we have reviewed Charles Farmer's
3 report that came out in February. It concludes that
4 the fatality rate for ABS equipped vehicles is not as
5 bad for 1996 to 1998 as it was in 1993 to 1995
6 vehicles. It also concluded that there is no evidence
7 that ABS is producing more than modest reductions in
8 overall fatal crash risk.

9 Out data generally has been consistent
10 with IIHS on this and it's good news that single
11 vehicle run-off-road crashes are down, although I will
12 tell you I was always puzzled about the causal
13 relationship there, but the fact that there are still
14 not the safety gains we expected is consistent with
15 our analyses of the data.

16 PAUL EICHBRECHT: Steve.

17 MR. KRATZKE: Yes.

18 PAUL EICHBRECHT: Paul Eichbrecht, GM. Has
19 the agency had any thoughts as to why the difference
20 or why the change in this, the performance of ABS --
21 Can you offer any theories, do you think drivers are
22 getting used to?

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1 MR. KRATZKE: That's one of the hypotheses
2 that drivers are getting more familiar with it and
3 understand it. I don't know. Again, I'll defer that
4 to the afternoon session. We have hypotheses people
5 can offer, well, this might be what's happening. I
6 don't think we have an understanding where we can say
7 this is what's happening. Anything else? If not,
8 this is one of my least favorite questions. An update
9 on recodification and simplification of the lighting
10 standard.

11 For those of you unfortunate enough to
12 have been here when I was a bright-eyed office
13 director I announced this as one of my four
14 priorities. I'm not going to remind you what the
15 other three were. I would say failed pretty miserably
16 on this as a priority.

17 In short the answer now is October,
18 November. October for the final rule for head lamp
19 sections, November for the NPRM. It's not my highest
20 priority in lighting. We will come to DRL's and glare
21 later.

22

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1 Questions? If not -- But it would be a
2 good idea to simplify the lighting standard.

3 One of my frustrations is Jere Medlin who
4 is retiring has worked on the lighting standard for 20
5 years. He still needs to check with at least one
6 other person before he will offer an opinion as to
7 what our lighting standard says. It's a fairly arcane
8 and complex piece of work that we do intend to remedy.

9 The next question starts with the same
10 thing, so I'm not going to repeat that, but Number 5
11 concludes with: Will our update include some
12 simplifications and removal of restrictions on head
13 lamps to permit advanced lighting system concepts?

14 This is one where you need to work with
15 me. We proposed a lot of simplifications to the
16 lighting standard, that's the purpose of it. So, yes,
17 it's safe to bet it will include some simplifications,
18 and the second part we proposed in 1998 to remove the
19 restriction on a number of head lamp light sources per
20 head lamp. We're not aware of any other restrictions
21 on advanced lighting systems in the standard.

22

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1 So if either now or for the next meeting
2 someone could explain what they had in mind here,
3 we'll be happy to try to respond and say if we're
4 thinking of it, but odds are we're not because we're
5 not aware of it. Questions? Good.

6 Number 6 talks about our geometric
7 visibility rulemaking. This one you will also notice
8 is dropped down. I like geometric visibility. It's
9 a chance for us to harmonize and enhance safety.
10 We're -- I've already done the joke many times about
11 the 15 year lead time requested by the Truck
12 Manufacturers Association, I won't repeat it, but we
13 will have a final rule out probably in November. It's
14 again, it's important, it's not my highest priority,
15 but wait, next on the agenda is Number 7.

16 This one is really sad because this is my
17 highest priority. This is the status of the daytime
18 running lamps requirements. Last year Bob Shelton in
19 his last week as Associate Administrator went with
20 myself and some other folks up to Ottawa to talk with
21 Brian Jonah and his staff about a few issues, advanced
22 air bags and DRL requirements and we thought we had

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1 reached an understanding on what we ought to do there,
2 and I'm here to report that nine months later we still
3 don't have it out and we're targeting final rules for
4 October. Just think if it wasn't my highest priority.
5 Any questions?

6 Number 8. What is the status and timing
7 for LED lamps for external lighting? I'm not going to
8 run through my standard thing here. The latest timing
9 is November. Although I should add, we intend to
10 follow-up with a supplemental notice after the final
11 rule to resolve temperature performance issues.

12 One of our concerns is that new LED lamps
13 can pass the SAE test and still perform badly with
14 markedly reduced intensity in the real world under hot
15 conditions. We're trying to figure out how good an
16 idea that is. Maybe we ought to have a test that sort
17 of measures real-world performance. So November may
18 slip, but that's where we are on LED's. Question?

19 Number 9. This one is getting to be my
20 most puzzling lighting issue. For a long time our
21 agency has had a theory that complaints about glare
22 are just people whining or getting older and not

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1 willing to admit that they're getting older and it
2 bothers them more, and it's really good for them to
3 have this amount of light out there, but we keep
4 getting these letters from people who say "I can't
5 see. Can't the Government do anything?"

6 And you know for the first 10, we can
7 maybe say "ah, cranks," When it passes the century
8 mark, okay, we ought to take notice. When it passes
9 the 500 mark, you think a responsive agency has to do
10 something. What we're trying to do is get together a
11 notice that will identify the complaints and the
12 problem that they're describing.

13 What we know about it, what studies have
14 been done in this area, what do we know about high
15 intensity discharge lamps? What do we know about the
16 higher mounting height of head lamps on light trucks?
17 Do we know about the other glare issues that we've
18 gotten involved in, fog lamps, for instance?

19 We'd like to tell people what we know,
20 possible approaches, the pros and cons of those
21 approaches and try and start a public dialogue on what
22 if anything should we do. We originally were going to

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1 have this out in July.

2 However, it keeps getting more and more
3 involved. We are trying to track down research
4 reports from other countries and we are now targeting
5 September. It's not just about HID's, it's not just
6 about that. It's generally about the subject of
7 glare. The balance of seeing distance and glare that
8 we reached in the U.S. we reached in 1970 with 1970
9 lamps and the 1970 fleet. Is that still appropriate in
10 the Year 2000?

11 Moving right along to Number 10. What is
12 the status of the head lamp glare study? Well, this
13 is going on at the same time as the request for
14 comments. We're trying to figure out what to do to
15 look at the glare factors that we are getting
16 identified, especially the HID glare. We had this old
17 theory... if you look through our 108 docket, it's
18 fun, you can sort of watch the stages of our growth,
19 it's like having children.

20 We initially said, well, the problem is
21 these after-market bulbs that you paint with blue
22 fingernail polish, and then you can stick them in your

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1 car and they actually sell these things, and they're
2 awful. They give off more glare and less seeing
3 light, and we figured that was the problem. Then
4 people complaining started identifying the cars, and,
5 lo and behold, they were cars with HID's, they weren't
6 blue fingernail polish.

7 So we are wondering what we ought to do.
8 We're trying to plan a study that will scientifically
9 evaluate what's going on, what do we know: Is it the
10 color, is it this, we don't know. It's supposed to
11 have a run of about a year, so we hope to have results
12 available around December 2001, and we will start a
13 dialogue before that, but we hope this will help add
14 some knowledge.

15 Item Number 11. By the way, if anyone has
16 questions, jump in, if you don't I'll leave. Are the
17 testing procedures for visual optical head lamp aiming
18 still on track for publication this summer?

19 I'm reading this. This is Ken Weinstein's
20 response. "We anticipate that a complete revision of
21 the laboratory test procedures for standard 108 will
22 be available by fall of this year. It will be

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1 available at WWW.NHTSA.DOT.GOV/cars/testing/
2 procedures/TPLOG.HTML." So, in short this fall it'll
3 be on the web as soon as we get it done, and it's not
4 just for visual optical aiming. It's test procedures
5 for all of 108.

6 CRASH AVOIDANCE

7 MR. KRATZKE: Oh, boy, I'm really
8 gathering steam here as I see people passing out.
9 Item 12 on the agenda is we have recently issued
10 interps to GM and SAE about brake lamp illumination,
11 will we open rulemaking and when? Well, for when
12 we'll open rulemaking, I don't know, and I'm going to
13 give a real answer later, but there's a gentleman
14 named Mr. Saczalski who filed a petition for seat back
15 strength in 1989 who may be dead for all I know, but
16 we opened a rulemaking for him.

17 So you may want to ask when do you plan to
18 finish rulemaking. In any event, this question is
19 asking about two interps that were put up on our
20 website last week, I think.

21 The chairman of the SAE adaptive cruise
22 control committee and General Motors separately asked

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1 whether it was permissible for stop lamps to
2 illuminated when automatic cruise control switched on
3 the brakes to slow the vehicle. General Motors also
4 asked whether it's okay for stop lamps to be
5 illuminate when traction control, stability control or
6 other parts of the vehicle that use the brake system
7 come on and whether a deceleration sensor could be
8 used to illuminate the stop lamps, and then General
9 Motors asked us to open a rulemaking to permit all of
10 this.

11 The response to the interpretations for
12 those of you who are interested was our standard one.
13 If the brake system is applied and the brakes were
14 applied to slow or stop the vehicle like they are with
15 automatic cruise control, you bet the stop lamps can
16 come on, and that's the same thing we've said for
17 heavy truck brake retarders and other things. We
18 don't think this would be confusing to drivers. On
19 the larger issue of whether a deceleration sensor
20 should be what triggers the stop lamp, I think again
21 it's probably a good idea for the agency to look at
22 the stop lamp requirements.

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1 They were developed in the 1920's when the
2 only measure of when you were slowing a vehicle was
3 putting your foot on the brake, and they've been in
4 place as SAE standards since the '30's. A few things
5 have changed in vehicles since the '30's, and it's
6 probably worth looking at whether that signal is the
7 most accurate. Deceleration is certainly something
8 we think about.

9 One of my concerns with the petition is I
10 think the advantage of stop lamps or any other signal
11 lamp is that it has a single standardized meaning.
12 That is everyone's comes on at the same time for the
13 same reason.

14 My personal look at the General Motors'
15 petition appeared to be focusing on the permissive
16 aspect. Can we have it come on this way in some
17 vehicles, this way in different vehicles and have us
18 decide when it comes on and what it means? I don't
19 know if that's what was intended, but I kind of like
20 a standardized meaning for a stop lamp. We'll get
21 back with an official agency response that reflects a
22 little more thought. Any questions?

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1 UNIDENTIFIED PERSON: So you do intend to
2 initiate rulemaking, right?

3 MR. KRATZKE: We do intend to respond to a
4 petition that's in the General Motors' letter.

5 UNIDENTIFIED PERSON: Which may or may not?

6 MR. KRATZKE: Which may or may not grant
7 it. If we grant it we will initiate rulemaking. I
8 should have brought Mr. Saczalski's information.

9 Question 13 is update the steps we've
10 taken on the petition for a global tire standard. We
11 have two things going on this. Internationally it's
12 been discussed in Geneva at the GRRF which is the
13 group that does tires and brakes and they formed a
14 special working group. This is my favorite. I love
15 reading where my staff goes. They met in London in
16 July and Washington in November and Tokyo in April and
17 they're going to the Hague in September. Me, I go to
18 Detroit and Columbus and Dayton, that's right, as an
19 unscheduled bonus.

20 They've done all of the serious things one
21 does in international events. Actually they have
22 accomplished quite a bit. Our understanding is that

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1 it looks pretty close to having a tire proposal that
2 the United States could live with and propose to be
3 included in place of Standard 109. Japan is very
4 close on it, as well. Europe remains up in the air.
5 This leads to my second thing. What's the U.S. going
6 to do?

7 If we come up with a good tire standard
8 that updates our existing standard and moves the
9 safety bar up, even if not by a huge amount, we would
10 probably propose to do it. We'd rather propose to do
11 it if it were going to be a global standard because
12 then there would be some advantages in addition to
13 what we're getting, but whether or not it is a global
14 standard, we're thinking of doing that. A lot depends
15 on what happens in the Hague. Maybe I should go to
16 observe.

17 Next, Number 14. Please update the timing
18 for our NPRM for electronic accelerator controls.
19 This is one that's being done by the folks who were
20 doing rollover. In fact, Mike Pyne and Pat Boyd had
21 this and I advised them to leave it in limbo for a
22 while. We did circulate something within the agency.

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1 We got a number of comments that we're trying to
2 address and circulate another document that we hope
3 will be more likely to win internal consensus. We've
4 conducted a number of mock accelerator control system
5 compliance tests on current vehicles with electronic
6 accelerator controls. Some are diesel engine and some
7 are gasoline engine, some are buses and some are cars
8 to see if our proposal works and makes sense.

9 There are a variety of design strategies
10 to deal with system failures. We intend to maintain
11 the scope of the existing standard, but allow
12 flexibility so that it makes sense for the advances
13 that have happened in accelerator control systems and
14 recognizes that if you can achieve the safety purpose,
15 there is no reason to say that can't be done. I just
16 realized at the end of all of this I don't have a
17 date, so I'll say December.

18 UNIDENTIFIED PERSON: For a NPRM.

19 MR. KRATZKE: For an NPRM, yes.

20 UNIDENTIFIED PERSON: Thank you.

21 MR. KRATZKE: This is one of my favorite
22 items. Number 15. What's the timetable for releasing

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1 a proposal on rollover? That's one of the problems
2 with having early submission of these questions. The
3 timetable was to publish it June 1st and I'm happy to
4 report I met that target. There's a follow-up
5 question that has a number of specific questions about
6 our request for comments on rollover. The first is:
7 What did we mean when we said we would implement
8 staticability factor as a pilot program? What we mean
9 is we are certainly going to publish frontal and
10 side-crash ratings for 2001.

11 We are going to evaluate the comments we
12 receive on rollover, and our experience getting the
13 first set of measurements and looking at how
14 meaningful and helpful those are. So the public
15 availability of rollover ratings of 2001 vehicles is
16 less certain than the public availability of frontal
17 and side crash test results. Hence we use the word
18 "pilot" to indicate it's a different status than the
19 rest of the NCAP.

20 2. Is what test procedure and equipment
21 will NHTSA use to determine the center of gravity
22 height? We plan to use the measurement technique that

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1 was invented here by VRTC and has been further
2 developed by SEA, Ohio State and Ford. It's
3 documented in an SEA paper, 950356. The accuracy of
4 the method is plus or minus, .5 percent, one half of
5 1 percent. We haven't heard any questions about that
6 method, but we'd be happy to learn about them.

7 UNIDENTIFIED PERSON: Your question -- RD.
8 Well we be able to see that this afternoon, is the
9 equipment here?

10 MR. KRATZKE: I don't know.

11 UNIDENTIFIED PERSON: No, it's not here.

12 MR. KRATZKE: The third question is how
13 will we ballast the vehicle? We are going to do the
14 measurements with only a driver, but we intend to
15 investigate sensitivity to additional passenger
16 loading. In the work that we published for 1997
17 vehicles we loaded 37 of them with just a driver and
18 we loaded 15 up to the maximum passenger loading. We
19 may look at intermediate loading as well, but we will
20 look at it.

21 How will NHTSA determine the center of gravity
22 height on variable ride height vehicles? The center

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1 of gravity height that we're interested in is the one
2 that it's on for highway travel. We're not trying to
3 rate or evaluate intentional off-road operation.
4 We're more on the unintentional side.

5 How will NHTSA decide the option content
6 of the make/model it chooses to test? Pretty much the
7 same way we determine the make/model types of the
8 frontal crash and the others. We try to pick
9 typically equipped vehicles and include appropriate
10 information.

11 If you produce a two-wheel drive and a
12 four-wheel drive version of a model and the four-wheel
13 drive sells is 90 percent of total sells and there's
14 an equipment package that's 60 percent of that,
15 probably that's going to be the one we choose. If you
16 do a two-wheel drive model and the base version of
17 that is 90 percent of sales, we'll probably do that.
18 It will work much like frontal crash test. It will be
19 what the American people are most likely to be sitting
20 in.

21 PAUL EICHBRECHT: Steve.

22 MR. KRATZKE: Yes, Paul.

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1 PAUL EICHBRECHT: Will there be any sort of
2 accommodation for example in the explanatory text for
3 those situations where even though you've chosen the
4 highest option content, highest model, but there could
5 be a rating that's going to span two or three stars
6 across other versions of that particular model? I'm
7 thinking about trucks. How will you accommodate that?

8 MR. KRATZKE: What we typically do for
9 frontal crash test is indicate two door or four-door
10 model to limit it just to that and supplement with
11 additional information. On rollover we would look at
12 doing the same thing as that.

13 We try to do explanatory notes for frontal
14 to indicate that it's not necessarily all of the
15 vehicles, but it's the model that's probably going to
16 be driven. As I said, our choice is going to be the
17 most popular, so it should be fairly easy to predict
18 that. It should be easier for you than for us.

19 Question 6 is will all measurements be
20 taken on near zero mile vehicles? Yes. And 7 is can
21 the agency please make publicly available all data
22 that was used in its statistical analysis? Sue

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1 Partyka's data runs and what she did were put in our
2 docket last week. If you're asking for access to the
3 State data files or -- I assume this question came in
4 before there was an awareness. It's in our docket.
5 It's available on the web. Anyone who wants to, is
6 free to look at what we did and how we got it. Anymore
7 questions on rollover? -- This is the end of Crash
8 Avoidance. I'm going to switch into a different
9 subject for those of you who are still awake.

10 CRASHWORTHINESS

11 MR. KRATZKE: Crashworthiness. All right.
12 Crashworthiness. What is the status to harmonize
13 Standard 202 with European standards? The status is
14 we have a proposal that will allow harmonization as an
15 interim measure. It will go beyond harmonization. We
16 are going to include back set requirements. We're
17 going to include position locking requirements. There
18 will be more than simple harmonization. This is
19 currently being reviewed beyond NHTSA.

20 Assuming that takes its normal time, it
21 should be out in September and we look forward to your
22 comments and we will have all the data available in

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1 the notice and in the docket, all the data we know of.

2 Number 18. is the updating the ANSI
3 standard and/or glazing standards, Standard 205. It
4 probably will be done in September instead of August.
5 We're doing other things in glazing that I'd rather
6 have them push forward than this. Questions?

7 Number 19. is the timing for a request for
8 comments on our status report on the Advanced Glazing,
9 Ejection Mitigation? We will publish this in a few
10 weeks, July certainly. I'd like it to be in June. I
11 don't know if that will happen, so I'll say July.
12 What we've said in the status report and in letters to
13 Congress is we don't want to focus exclusively on
14 advanced glazing. Our goal is to focus on ejection
15 mitigation. Advanced Glazing is one way to do that.

16 There are other ways to do that. Some
17 manufacturers are introducing or planning to introduce
18 inflatable curtains and side head air bags. We have a
19 number of research projects that we're trying to
20 finish up to let us better understand the advanced
21 glazing situation and also the other options for
22 ejection mitigation. We expect to have a decision by

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1 the end of this year on Ejection Mitigation. We'd
2 like to have public comments before we do that and
3 consider those.

4 UNIDENTIFIED PERSON: I was going to say,
5 in the prior question you mentioned this other 205
6 issue you have a staff for. I just wonder if you're
7 going to cover those in these questions?

8 MR. KRATZKE: This is one. This is
9 Ejection Mitigation. This is one that I'd rather
10 focus on than updating from 1977 to the 1990 ANSI
11 standard. Although I still want to get that done. I'm
12 just pushing it back slightly. I want the ejection
13 mitigation to be resolved. I think it's an important
14 issue that the agency has been looking at for a while
15 and I think it's time for the "while" to end.

16 My next question, Number 20 is: Any new
17 information on harmonization of glazing? This is --
18 In these deadly dull sessions and I do feel for you
19 folks sitting out there, there is always one that I
20 love reading, this one is it. Basically nothing
21 happened in Geneva.

22

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1 However, the group there is still
2 requesting data concerning head-impact tests performed
3 with the U.S. and German head forms in order to decide
4 if the U.S. head form can be an alternative, and
5 remember we talked about the German "head form" which
6 is a barrel with rubber around it that weighs
7 approximately 10 times what our head form weighs.

8 So I'm guessing they probably aren't going
9 to be identical, but I'm not an engineer. However,
10 NHTSA indicated that we will perform tests with the
11 U.S. head form, but we don't have the fixture that's
12 used to hold the glazing samples required for the
13 test. Dick Morrison who is a consultant to the
14 Alliance has been our contact with the manufacturers
15 on the glazing harmonization issue.

16 Dick Morrison is apparently walking around
17 trying to get a manufacturer to loan us the necessary
18 fixture so we can do this. No takers so far. If
19 there is any member of the Alliance who possibly has
20 a glazing fixture and would like NHTSA to run some
21 tests with our head form, could you please let Mr.
22 Morrison know that so that we could run tests.

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1 Otherwise, NHTSA is not going to get this thing by
2 itself and we're not going to do the tests. So that's
3 my update. Aren't you glad you asked? Jumping right
4 along.

5 At the March meeting -- I said 206 in
6 July. Do you already suspect that the answer is that
7 it's not July for door locks. We are now saying
8 September. We are -- I think I've said this, but
9 we're planning to add tests for sliding doors. We're
10 planning to upgrade the tests in some areas and we'll
11 have a notice out for comment so you can look at our
12 estimates of benefits, our estimates of costs and what
13 we are proposing to do in September. That's very bad.
14 I usually make it the month after the meeting. Let's
15 change that to October.

16 CRASHWORTHINESS (B)

17 MR. KRATZKE: Question 22. This is my
18 favorite. Dear Mr. Saczalski's petition. Has the
19 agency completed its analysis of data to determine the
20 potential benefits of upgrading standard 207? We had
21 a long meeting on this subject. I have taken a great
22 personal interest in this and roof crush. I want us

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1 to either put out a proposal or put out a notice which
2 says we're nowhere, we need a lot more research, check
3 back later.

4 We have done a data analysis. We find
5 benefits to front seat occupants. What we plan to do
6 now is exercise the University of Virginia's seat
7 model for stiffening seats. The UVA modeling reports
8 are in our docket at 4064, it's entry Number 24 in
9 that you can access it through the web. We're
10 planning on making some computer runs to find out
11 what's happening with that.

12 If it's promising we will then move onto
13 evaluate stiffer seats in a sled test. We will at the
14 same time try and let out a contract to estimate the
15 cost of stiffer seats. We will have something out on
16 this one way or the other, promise, by Spring 2001.

17 Next Number 23, Status and timing of NPRM
18 and frontal offset. This is my personal highest
19 priority. It's an awful lot of work. We have done a
20 lot of work in this area. There's an awful lot of
21 information. The Insurance Institute has done tests.
22 Europe has done tests. We've gotten some comments on

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1 offset belted testing in our advanced air bag rule, so
2 we have a lot to go on and through. We plan to
3 publish our second report to Congress on this issue in
4 August. We will have an NPRM out this fall and I'm
5 looking on my score card to see what I said, fall. I
6 said, no, October. Fall, October, same thing.

7 We're pushing very hard. We've got a lot
8 of effort going from our folks in Research and
9 Development. We have moved engineers over to help
10 with this in lieu of advanced air bags, so I hope it's
11 good. Keep your eye on this. More soon.

12 Item Number 24 is to update, NHTSA's
13 efforts to upgrade and/or harmonized side impact
14 including evaluate EUROSID. Well, those of you who've
15 read our denial in part and grant in part of the side
16 impact petitions know that we've said we're not going
17 to harmonize the barrier and we're not going to
18 harmonize the test procedure. In both cases we think
19 the current U.S. standard reflects the U.S. fleet. I
20 assume the European standard reflects the European
21 fleet and they're both appropriate in their respective
22 areas of application.

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1 We do think it's appropriate and
2 worthwhile to proceed to harmonize the dummy and the
3 injury criteria that are used in this. We have
4 completed a preliminary evaluation of EUROSID 2. There
5 are three EUROSID 2 rib cage designs available for
6 further study. We're going to settle on one and study
7 it. We hope there will be EUROSID 2 dummies available
8 for world wide evaluation by the end of this year.
9 This is -- I'm trying this as a balloon.

10 The questions for the next quarterly
11 meeting will help decide if we keep doing this. Just
12 so that you're aware. In the longer term, in the
13 2003-2005 time frame, so it won't happen by September.
14 We would like to examine and make decisions on several
15 upgrade requirements for the side impact standard.
16 One of them would be to adopt a new barrier that is
17 more representative of the current U.S. vehicle fleet.
18 In terms of mass and in terms of the height. Another
19 thing would be to look at the barrier face to more
20 accurately reflect the current vehicle stiffness in
21 the U.S. fleet.

22 The third thing would be to look at

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1 adopting harmonized side impact dummies and injury
2 criteria that would be the same in the U.S. and
3 Europe, and the fourth thing would be to consider,
4 evaluate and make a decision on the need for any tests
5 in Standard 214 to evaluate side air bags. Any
6 questions? This is my trial balloon. We'll see how
7 this works out.

8 Number 25 is the status of roof crush,
9 gosh. Roof crush may be more painful than Mr.
10 Saczalski's petition. We've completed all the
11 testing we're going to do. We have completed all the
12 analysis we're going to do. That's being written up
13 now.

14 We are going to make a decision this
15 summer and we will have something out this fall either
16 proposing changes to standard 216 or announcing that
17 this is in research for at least the next three years.
18 We have the information. We've gathered quite a bit
19 of information on this. It's available in the NHTSA
20 docket. It's 1742 if you're interested in looking.

21 UNIDENTIFIED PERSON: Docket number?

22 MR. KRATZKE: Yes. If you enter that in

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1 the DMS docket search you can go down and enter a
2 four-digit code and it will take you right to our
3 report on quasi static and dynamic testing.

4 UNIDENTIFIED PERSON: Got a question on the
5 -- Is there any status update on the modified rules
6 for the van type vehicles or the raised roof test
7 procedure. That was an open issue. I guess there was
8 a petition for your consideration.

9 MR. KRATZKE: Yes. That's --

10 UNIDENTIFIED PERSON: For October you have
11 a interim -- You have sort of an allowance, either
12 test procedure through October, but I'm wondering if
13 there is a status --

14 MR. KRATZKE: We're going to come out with
15 something to that pretty quickly. Thank you for
16 reminding me of that. We've had meetings on that
17 subject. We have to get something out obviously
18 pretty quickly. Yes. There won't be an option after
19 that. My general rule is this, and I apologize to the
20 people who know this. I actually do have some rules.

21 I'm happy to share with you where the
22 agency is going if we've talked with the other offices

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1 and they have some idea of where I'm going. I try not
2 to surprise other people and say the agency is going
3 to do this if we haven't shared it with them. I
4 haven't shared this outside of my office, so I'm not
5 going to give you any inkling, but we do need to move
6 on that, yes, you're right, that's open.

7 The next question is on my new least
8 favorite subject, the LATCH rulemaking. I used to
9 have advanced air bags in my least favorite subject,
10 now I have LATCH. When will we respond to that? In
11 a couple of weeks. I am going to say June. That's
12 very near. What we're going to do is -- It's two
13 weeks. If we don't do it in two weeks we will be late.
14 That will not be a first, however.

15 We have something that we're very near on
16 and I certainly hope we can do that. The second part
17 of the question is: Are there plans to make other
18 changes to the standard? There are two parts to that.
19 Yes, we're also going to address things besides
20 extending the optional compliance dates.

21 There are some requirements that kick in
22 September 1, 2000 and we thought we probably ought to

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1 address those in this notice if we're going to
2 respond, so we will do that. What we're doing in this
3 interim step is trying to relieve the pressure on
4 people who are designing vehicles for those out years
5 and saying all right the options that are there are a
6 good way to do that, we still haven't made a final
7 decision on what should be the strength requirements
8 in Standard 225 in response to the petitions. We will
9 put a notice out on that this fall. October is the
10 target we have for doing that. That is the big
11 ultimate issue. That's not what we're going to be
12 addressing this month.

13 Maureen.

14 MAUREEN OLSON: You said a notice, so
15 that's going to be on a notice?

16 MR. KRATZKE: No. I just said a notice. It
17 had no significance. It will be a rule, final rule.
18 Yeah, I wish -- Don't pay too close attention to me on
19 four hours sleep, Maureen. It's --

20 MAUREEN OLSON: It's scary.

21 MR. KRATZKE: Yeah, it is scary. 27. Is
22 NHTSA working with Transport Canada to harmonize LATCH

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1 requirements? No. Do you think we should? Yes. We
2 are.

3 UNIDENTIFIED PERSON: That's they're really
4 scared of.

5 MR. KRATZKE: Well, actually Brian Jonah is
6 coming to Washington next week with some of his staff.
7 Ray and I are going to meet with Brian on the
8 afternoon of the 21st and the morning of the 22nd. We
9 are going to talk about a number of issues and LATCH
10 will be one of them. Yes, we are working with
11 Transport Canada on this.

12 Next. Item 28 and I don't have the four
13 hours sleep excuse for this one. In the March meeting
14 when someone asked me do I plan to prohibit or allow.
15 I said we prohibit. Should I really have said the
16 right answer. Yes. I should have, but I speak in
17 these absolutes because it's easier for a simple mind.

18 The point I was making then is that
19 regardless of an air bag the child is safer in the
20 back seat. I don't want NHTSA to do anything to
21 encourage parents to put their kid in the front seat,
22 and air bags are only a part of the reason for that.

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1 However, if a vehicle has an air bag on/off switch and
2 it has either no rear seat or a rear seat that's too
3 small to accommodate a rear-facing child seat, it is
4 required to have a latch system in the front seat.
5 So, yes, I should have given the right answer. I'm
6 glad that someone is listening.

7 Please update -- Number 29 -- the status
8 and anticipated timing of a response to the big Kahuna
9 as we call it scientifically. Oh, well, the first one
10 -- Sorry, is the one to two year extension, June, that
11 will be in two weeks. The big -- The major one. The
12 one that's going to I finally resolve all the strength
13 issues. I am hoping that I can do on my second try
14 what Bob Shelton couldn't do on his two tries and that
15 is get this thing over. I will give up simply by
16 being worn down, I think, if I can't and you'll have
17 someone else up here.

18 When will test procedures become
19 available? The test procedures will become available
20 following the October rule. We're actually going to
21 wait to develop them until we have decided what the
22 requirements should be. Novel, but that's us.

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1 Question 30. In the new advanced air bag
2 rule we said we planned to initiate testing with the
3 fifth female at 35mph belted. What's the schedule? In
4 our 2001 budget request that's before Congress now we
5 have asked for funds to run 15 crash tests with a
6 small female dummy in 35 mile an hour belted tests.
7 Assuming that Congress approves that we will do that
8 beginning September 2000. Actually, we will first run
9 our normal NCAP test -- Let me make sure this isn't
10 another one of my inconsistencies.

11 We're going to run our regular NCAP test
12 first, assuming we get this. Then we are going to run
13 the small female. We are not going to release the
14 2001 results as consumer information. We are going to
15 look at them and see what we have gotten. They are --
16 We certainly are interested. Don't, don't misread
17 this. We certainly are interested in evaluating
18 occupant protection for a range of occupants and NCAP,
19 but we'd like to know what's happening. We have very
20 little experience with 35 mile an hour belted tests
21 with this dummy and so assuming we get the funding, we
22 would probably start running the crash tests in March

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1 2001 and end in May 2001.

2 The results will be available. We're not
3 going to hide them. We're not going to give them star
4 ratings and we're not going to put them out as NCAP.
5 Certainly as research it will be available. That's
6 the schedule. Yes, sir.

7 UNIDENTIFIED PERSON: Steve. Barry Felrice
8 Daimler-Chrysler. What specifically is the agency
9 trying to learn with this testing, I mean, what are
10 the concerns you have that you need to use some
11 exploratory testing to resolve?

12 MR. KRATZKE: We don't know right now. As
13 far as I know, we have one test of a vehicle at 35
14 miles an hour with the small female dummy there. We
15 don't know how the vehicles will perform. We don't
16 know how the dummy will perform at this speed. We'd
17 like to see what it is before we put it out. My hope,
18 my goal is to not have NCAP as something where we can
19 put a banner on the top that says if you're a male
20 between 160 and 185 pounds read on, otherwise pay no
21 attention.

22 I'd like it to evaluate occupant

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1 protection for a lot more people than it does. I
2 don't know that my wanting it to means that it can and
3 we're looking at the issue. Right now we have no
4 data. We hope that, as we said in the advanced air
5 bag rule, we would be in a position to propose a
6 requirement for the 5th female at 35 mile an hour
7 belted testing beginning in 2008, but my hoping and
8 wishing isn't enough to make us feel comfortable, so
9 we're basically collecting data just to see.

10 UNIDENTIFIED PERSON: What's the connection
11 between the September test and the March to May?
12 Getting too many in September?

13 MR. KRATZKE: Oh, yeah, it's already set.
14 There's no connection. September is when -- Actually
15 I don't get any in September. I get money October
16 1st. We have money in our budget request asking
17 Congress if we can run 15 crash test with small adult
18 female dummies.

19 UNIDENTIFIED PERSON: The actual testing?

20 MR. KRATZKE: The actual testing would
21 happen March to May after we've done all of our
22 regular NCAP. This will not be released as NCAP.

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1 Jumping right along to Number 31. When
2 will we be -- I think I already answered this. I'm
3 going to an abbreviated version. We're going to get
4 a second report to Congress on belted offset testing
5 in August and our plans for rulemaking on this issue
6 are to get something out this fall. It's still my
7 highest priority. I've held onto it for eight
8 questions.

9 Question 32. This is one where I need to
10 call the Alliance. The agency has noted that it is
11 developing proposals for adding additional test
12 dummies. Yes, we are looking at developing additional
13 test dummies. Probably the highest priority efforts
14 right now are looking at a leg that would be better
15 for measuring lower limb injuries in offset frontal,
16 a better side impact dummy and a 10 year old child who
17 would fill a couple of gaps.

18 I'd be interested to see if the 10 years
19 old better addresses the protection in child seats and
20 belts and other things. Those are probably the three
21 dummy things where we will be most active. Do we have
22 plans for incorporating these in the FMVSS? Certainly

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1 the offset frontal we hope to do in the near term.
2 Longer range for the other two 2003, 2005 time frame.
3 If they work, yes, I'd love to. Will they, I don't
4 know and there's a lot of research work that needs to
5 be done.

6 UNIDENTIFIED PERSON: There's a 95 percent
7 male that you mentioned in the past?

8 MR. KRATZKE: Yes. It comes up in a
9 question later. It's not my highest priority. It's
10 on an agency list. It's something that -- To the
11 extent we're given that dummy, I wouldn't, you know,
12 say no, but in terms of spending our research dollars
13 and brain power, I'd probably concentrate on these.
14 It's great when the page turns, it, sounds like we're
15 going surfing.

16 CRASHWORTHINESS (B) CONTINUED

17 MR. KRATZKE: Please describe the
18 "compliance margins" report we mentioned in the
19 advanced air bag rule. Who will have access to it and
20 how will it be made available? We haven't actually
21 designed this report yet, so I don't know the
22 particular details. Our goal is to use data we

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1 generate from compliance tests. Obviously one of the
2 things you need is for manufacturers to be certifying
3 to a full-frontal barrier instead of a sled. We're
4 not planning on publishing reports of sled tests.

5 The information when we have it would be
6 made available to the public on the NHTSA website and
7 possibly other ways. It's not going to be private
8 information. The details of the report right now,
9 we're trying to figure out how we establish a baseline
10 that's meaningful and helpful, and one of our problems
11 of course is the sled test. So we're muddling. Does
12 that answer the compliance margin's question?

13 I can try and do more on this. I mean,
14 conceptually we want to get a baseline, where vehicles
15 are now and what happens with that, and the trouble is
16 what do we use for the base line. We can run out and
17 start doing 25 mile an hour tests or 30 mile an hour
18 tests or whatever, but they're not compliance, so
19 we'll figure it out. Maybe we'll have more at the
20 next meeting.

21 Did that satisfactorily evade any answer?
22 Thank you. Number 34. By the way, I have my cold

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1 coffee trophy again. Are there any preliminary
2 findings from our analysis of non-crash fatalities we
3 can share and schedule? We have sent requests for
4 death certificate information to all 50 states and the
5 City of New York.

6 Don't ask me why New York State doesn't
7 cover New York City, but we've gotten responses from
8 10 of the 51 so far. What we are doing in connection
9 with the trunk entrapment is trying to see if we can
10 get a data system akin to what we have with FARS,
11 where we're linked to the National Center for Health
12 Statistics death certificate information for motor
13 vehicle crashes. We'd like to see if we could link
14 for deaths in motor vehicles in non-crashes. It cost
15 money and it takes resources to do that, so we're
16 trying to see if that money and those resources would
17 be well spent.

18 We are initially just getting information
19 for one year. We're not going to draw any major
20 conclusions from one year because our statistical
21 folks assure me that's silly. If the one year looks
22

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1 interesting we would pursue it and gather information
2 for five years.

3 From five years our statistical people
4 assure me you can feel fairly confident of trends,
5 results, et cetera, and we would then make a decision
6 of whether or not to link to that. We hope to have
7 all of the information from the one year, the pilot
8 effort by the end of this year. We would make that
9 publicly available in some very sanitized form.
10 Believe me, I've signed more statements and gotten
11 more notaries to swear that it's me to states
12 promising that this will never be disclosed to anyone,
13 but we will sanitize this information and put out a
14 report in March or April of what we learned from the
15 first year and let you know where we're going with it.
16 No, there are no preliminary findings. We're not
17 going to say, well, the first 10 show blah, blah.
18 Questions? All right.

19 Number 35. What is NHTSA's procedure for
20 posting interps on the website? Can the process be
21 accelerated? I'm reading this answer, so if it's
22 unclear, you can ask me that. Don't ask me about the

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1 details. "Our practice has been to collect the
2 interpretations issued each week and provide them on
3 a disk to the NHTSA web master for conversion into
4 HTML format.

5 Ordinarily he completes the conversion
6 within two or three days of receiving the disk, but
7 there have been times when a week or two has passed.
8 To avoid this delay we are considering -- This is
9 Chief Counsel as the "we." Making the HTML conversion
10 in our office. Out of courtesy to the person
11 requesting the interpretation we will not post the
12 interpretation on the web until at least one week
13 after we have sent it to the person. Does that answer
14 -- Mr. Humphrey?

15 DICK HUMPHREY: Dick Humphrey, General
16 Motors. Why not take the interpretation and the
17 question and just put them into a docket and scatter
18 them with, make them as a PTF file or TIFF file, that
19 way you'd have the question and the answer and could
20 be done much easier than trying to get them off
21 website without the question?

22

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1 MR. KRATZKE: Okay. So you're suggesting
2 converting them, instead of into HTML, convert them
3 into PDF.

4 DICK HUMPHREY: Just send the hard copy to
5 the docket at DMS.

6 MR. KRATZKE: And make them do it.

7 DICK HUMPHREY: Make them do it. Assign a
8 number, a number for interpretation.

9 MR. KRATZKE: Okay. That's easy. If it's
10 making someone else do work, I always say good idea,
11 let's investigate.

12 DICK HUMPHREY: The only way you can get
13 the question is to go into the docket and actually
14 pull the hard copy and copy it on a machine that
15 sometimes works and sometimes doesn't.

16 MR. KRATZKE: Okay. All right. I will
17 contact the lawyers tomorrow.

18 UNIDENTIFIED PERSON: I've talked to
19 counsel, they seem to be oblivious to that thought.

20 MR. KRATZKE: Well, we'll talk. I'll let
21 you know. Check again. Next we have a two part
22 question. The first is a brief description of our May

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1 24th notice and then it asks have we made any progress
2 towards resolving bio-fidelity problems and that. The
3 EUROSID 2 dummy is something we have completed
4 preliminary testing of. We're in the process of
5 analyzing the data. We're going to carry out a more
6 extensive testing and evaluation program here at VRTC.
7 There are three different torso designs to eliminate
8 the rib flat topping that you all know about and we've
9 documented.

10 We're trying to decide which one is the
11 best one to use for further testing and evaluation. If
12 you're really interested in this, the three different
13 designs are a needle boring, a ball boring and a
14 coated piston shaft design, and we're scratching our
15 heads trying to figure out which one does best. If our
16 test results work we're hoping there will be many
17 EUROSID 2 dummies available by the end of this year
18 for evaluation world wide. If that's successful, we'd
19 like to think there will be progress towards adopting
20 this as a harmonized dummy, and the notice mentions
21 the possibility of adopting these injury criteria.

22

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1 Are we considering any other injury
2 criteria, as well? One of the things we're doing in
3 a look at side impact is looking at whether TTI and
4 focusing on the thorax injuries alone is the smartest
5 or best way to evaluate likelihood of injuries, and
6 there certainly are other injury criteria we are
7 thinking of adding.

8 For instance, head. For instance, things
9 with an out of position child for a side air bag.
10 Those are long-term things. They're not something
11 that is going to be in lieu of EUROSID 2, but, yes, we
12 certainly are not just looking at the EU 96/27
13 criteria. I'm not suggesting that what comes out with
14 EUROSID 2 will necessarily be something that's
15 completely different from Europe again, so we've made
16 no progress.

17 Yes. Paul.

18 PAUL EICHBRECHT: Paul Eichbrecht, GM. Will
19 you be carefully considering the cadence of any
20 possible adoption of EUROSID 2 relative to
21 availability and hopeful ultimate world wide usage of
22 world sid?

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1 MR. KRATZKE: Of course, yes.

2 PAUL EICHBRECHT: You know, that's going to
3 become important of course to all of us in the
4 industry in terms of how that might be structured in
5 timing, if you will.

6 MR. KRATZKE: Paul, one of the biggest
7 issues we have, we've committed to looking at EUROSID
8 2, yet we are being promised world SID might be
9 available four months after EUROSID 2. So how much
10 energy should we devote to that? It partly depends on
11 the reality and the timing, but we're very aware of
12 that issue. Any other questions?

13 OTHER RULEMAKINGS

14 MR. KRATZKE: If not, Number 37. Any new
15 information on Fuel System Integrity? I have a great
16 -- My recommended answer is to say there is no new
17 information on our status, and maybe I should just
18 leave it there. We plan to publish this summer. I
19 think August is a reasonable guess. I don't want to
20 run through details. Does anyone, anyone have any
21 questions about fuel system, like what are you
22

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1 thinking of, what are you doing? You already know.
2 Okay.

3 38. What is the revised timing for
4 electric vehicle crash worthiness? It's September.
5 You don't want to know more about that.

6 DON SCHWENTKER: I have a question.

7 MR. KRATZKE: You do, all right.

8 DON SCHWENTKER: Are you likely to look
9 ahead? This is just passenger cars and light trucks,
10 isn't it?

11 MR. KRATZKE: Yes.

12 DON SCHWENTKER: Are you likely to look
13 ahead to the heavier duty vehicles?

14 MR. KRATZKE: At some point, certainly, not
15 in this rulemaking.

16 DON SCHWENTKER: I know, but I mean is
17 there a plan in the future to look at heavier
18 vehicles?

19 MR. KRATZKE: Yes. As electric vehicles
20 become more widely used, as electricity becomes more
21 widely used in heavier vehicles, sure.

22

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1 DON SCHWENTKER: Any timing on that?

2 MR. KRATZKE: No, not in current plans.

3 Number 39. What's the status of trunk entrapment?

4 When are we going to finally get it out? August of

5 this year with an effective date of September 1, 2001.

6 The next question is the same thing,

7 except it says would we do an earlier notice to

8 clarify that it won't be for trucks. We were going to

9 think about it. I think at this point it wouldn't

10 really help anybody. Our intention is to limit it to

11 cars since that's what the expert panel limited itself

12 to, but you'll only have this transcript to show for

13 that, so see what that's worth.

14 UNIDENTIFIED PERSON: By cars you mean

15 passenger cars?

16 MR. KRATZKE: By cars I mean passenger

17 cars, yes. Question 41. Is what is the current

18 status, the reconsideration of the Theft Prevention

19 Standard? Can we give any indication of DOJ? No.

20 There's a 1992 Act that requires us to expand the

21 scope of the parts marking program to include some

22 currently unmarked vehicles unless the Attorney

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1 General finds that such a program would not
2 substantially stop, chop operations and thefts, and
3 the Attorney General had to make this finding after
4 notice and opportunity for comment. They published a
5 notice in September '98.

6 The draft rule is currently under DOJ
7 Internal Review and we don't know what it is.

8 UNIDENTIFIED PERSON: By rule you mean
9 their draft finding?

10 MR. KRATZKE: Their draft finding. I
11 thought I said report, but if I said rule, I just keep
12 pulling up the four hours sleep, that's my best
13 excuse.

14 Question 42 is onto the 95th percentile
15 male dummy. My answer is all these scheduled shakedown
16 tests of the dummy have been completed. VRTC has
17 generated a test report identifying concerns and
18 issues. The SAE dummy task force is meeting June 21st
19 to review the test results. We hope to have
20 production prototype models available in the October
21 to December 2000 time frame, and depending on what
22 happens we're looking at something perhaps May, June

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1 2001 for a proposal.

2 43 is: What is the current status of NHTSA
3 plans to expand NCAP to crash avoidance? Well, you
4 know rollover. We have a request for comments out on
5 that. I'm not going to go into more detail on that.
6 On braking. We have put in our docket the Phase II
7 work by Aberdeen for us.

8 They ran a series of round robin tests
9 with four light vehicles, a passenger car, a van, a
10 sport utility and a pickup. Figured we'd get one of
11 all to see how well stopping distance results compared
12 among the facilities and with different test drivers,
13 and this report is currently available on our website
14 and in the docket.

15 If you want to get it through the docket,
16 the number is 6583, and if you want to get it on our
17 website, look under Car Safety Testing Results. It's
18 in both places.

19 What we found is that the test surface,
20 the different test surface did make a difference. The
21 peak friction, co-efficient variation did matter but
22 it did jump the results more than we'd like. We

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1 protocol we had developed for the drivers appears to
2 have worked fairly well. The drivers at the different
3 facilities following what we had suggested seem to get
4 the same results relative to the other vehicles that
5 were there, so that was good news.

6 Our plan is to publish a request for
7 comments. notice in the register where we're going to
8 summarize what we've learned and suggest a testing
9 protocol. We're going to announce in that notice
10 which probably is late July early August a public
11 meeting in August to discuss where we are on this.
12 How useful is the protocol?

13 We have met with the Japan Ministry of
14 Transport most recently in May. George Soodoo went to
15 Tokyo for five days in February to talk about their
16 braking NCAP test and their protocol. We're trying to
17 work with them to make sure that whatever we come up
18 with is something that is appropriate and workable in
19 the United States and Japan. We don't plan to release
20 any NCAP results this year. We hope that we have a
21 useful protocol. We will have a meeting, get comments
22 and see where we go from there. It's certainly

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1 something we're working hard at and looking at.
2 Questions? If not, lighting, my other favorite thing.

3 Lighting is further off. We gave a
4 contract to the University of Michigan Transportation
5 Research Institute in September '99, not that long ago
6 UMTRI is looking at all existing research on consumer
7 reactions to different head lamp systems. It's
8 primarily a literature review to see if it's feasible
9 to develop a rating system that would be appealing to
10 consumers and that would be correct and meaningful for
11 different levels of performance.

12 Assuming UMTRI comes back with a positive
13 finding on that, they get a second phase of the
14 report. The second phase would be to incorporate the
15 head lamp characteristics into a rating system and try
16 and lay something out that they think is a meaningful
17 way to evaluate head lamps. This phase of their work
18 is scheduled for another 16 months, so we're looking
19 at 2002 or so before we're in a position to make a
20 decision, and there will be an UMTRI report that will
21 be what we're going on. Any more on that?

22

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1 44. Please update the status of efforts
2 to assure that consumers can assimilate new
3 information in a meaningful way. Basically before we
4 do any of our rating systems we are doing consumer
5 research. It tries to have two prongs. 1 is: Do you
6 understand the information, can you get some meaning
7 and use it in a way that we think is appropriate, and
8 2, how do you want the information presented and where
9 do you want it presented.

10 Before we announced the rollover rating
11 system we did this research and it's available in our
12 docket for anyone who wants to review it. Before we
13 do any other NCAP consumer metrics we would do
14 consumer research that would look at the same two
15 points. Are the metrics used understandable, are they
16 being used in a way that is appropriate based on the
17 data that we have and is it desired by consumers?

18 We're also continuing to develop a summary
19 safety rating protocol. One of my favorite things is
20 anytime I can work with Sue Partyka on something and
21 what Noble Bowie has asked Sue and some other data
22 analysts to do is see if we could use real world data

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1 as well as NCAP scores and any other relevant metrics
2 and come up with a safety rating that works for
3 vehicles that tracks and correlates with their
4 performance in the real world, and then see if this
5 makes sense to our engineers, and I hope to have more
6 information on that this Summer.

7 UNIDENTIFIED PERSON: Will that --
8 Something published then for us to look at you say?

9 MR. KRATZKE: No.

10 UNIDENTIFIED PERSON: That's internal
11 formation?

12 MR. KRATZKE: Well, yeah, but we certainly
13 will begin a dialogue. We certainly will make
14 available the information, but at this point I haven't
15 seen it. None of the other offices have seen it. So,
16 no, it's first going to be vetted internally before I
17 say, okay, well, you look at it same time as me.

18 UNIDENTIFIED PERSON: It could be something
19 that could be discussed in one of the R&D meetings,
20 too, perhaps, right?

21 MR. KRATZKE: It could -- I'd actually
22 rather do it in my meeting -- One of the things I've

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1 threatened Noble to come out with Sue and have Sue
2 give a 15 minute presentation on what she's doing.
3 It's certainly something I hope we can talk about.

4 Question 45. Has the agency considered
5 adding electronic stability control to buying a safer
6 car? Yes. We always consider new safety features
7 when we're developing the Buying a Safer Car brochure.
8 What we've typically done is try to track the
9 interesting new safety features that are on more than
10 one or two vehicles that seem to work and decide if we
11 should target these.

12 We identify a large group of safety
13 features, we pass them around to the appropriate
14 engineers and statisticians and try and come up with
15 the best ones. We're not going to have 20 obviously
16 because even we wouldn't be interested in all of
17 those. So we narrow it down to a smaller group. This
18 year I think we have six. Electronic stability
19 control certainly is one of the things that it was in
20 the mix last year. It didn't make it. It will
21 presumably be in the mix again this year. So, yes, we
22 have considered it. We consider all of what we think

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1 are advanced safety features, and then make a decision
2 as to which ones should be there.

3 Next, Number 46 in our advanced air bag
4 final rule NHTSA mentions we'll monitor public
5 acceptance and effectiveness of systems to encourage
6 belt use. How will we do this? Is there a time
7 frame, will we partner?

8 Well, one of the things and I don't want
9 to steal Mr. Shelton's thunder too much, go to the SAE
10 government industry meeting next week if you're in
11 Washington or if you're on the panel with him and
12 listen to what he has to say. What we're doing here
13 is thinking that manufacturers might be able to help
14 without the government saying you must do this. It's
15 crossed our mind that there might be some
16 manufacturers who would like to encourage belt use, as
17 well. I mean it's not just NHTSA and not just our
18 campaigns that are responsible, although we have been
19 effective.

20 We have great results from 1984 to date.
21 It looks like the campaigns are not as fruitful as
22 they were, say, earlier in that time period. Is there

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1 something else that we could do? Is there some way
2 that manufactures could look at vehicle systems say to
3 help with this? Would it have to be the hyper
4 annoying interlock? No. Would it have to be some of
5 the things that were suggested in the petitions by
6 Messers Nash and Freedman. Like you can't play your
7 sound system and you can't turn on the air
8 conditioning? No.

9 Could manufacturers think of anything? We
10 don't know. We're going to watch and see and if they
11 do we will try to be aware of that information and try
12 and track belt use for those vehicles as opposed to
13 otherwise comparable vehicles and see if that approach
14 works. Will we partner with outside organizations?
15 Of course. We'd love to know if manufacturers are
16 doing this. Are they tracking this information in any
17 way? Are they interested in seeing if it works? Are
18 their folks like the buckle-up campaign who would be
19 interested in this? I hope so. Yes, we're certainly
20 interested in it, but we're not looking to require
21 anything. We'll take it from there. Any questions?
22 If not.

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1 Number 47 asks in light of the new
2 advanced air bag regulation what are our plans with
3 respect to frontal NCAP? Will we add occupants other
4 than the 50th male, offset or higher speed. When will
5 we start to use Nij, what are NHTSA's priorities?

6 Obviously one of the things we have to
7 look at is whether NCAP ought to be changed in light
8 of the 35 mile an hour belted requirements that are
9 going to kick in as a regulatory requirement.

10 We haven't made a decision on whether they
11 need to change. At this point my desire if I were
12 ranking these priorities would be to have information
13 on occupants other than mid-sized adult males. One of
14 the concerns that I have and that Ray Owings has
15 talked about is we might want to put a banner on NCAP
16 that says if you're a male between 160 and 185 pounds
17 read this, otherwise ignore it. We'd like to see if
18 we can make it a little broader than that. So the
19 fifth female would be our preference and we have a
20 request in our 2001 budget that's currently in front
21 of Congress to do that.

22

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1 Adding offset is one of the possibilities.
2 Honestly at this point in NCAP, we haven't decided if
3 we need to change. Is it not meaningful anymore, if
4 it's just compliance test results? We haven't made a
5 decision that it is or is not meaningful. So I don't
6 know. I would like it to cover occupants other than
7 50th male. Higher speed test? I don't want to move it
8 up so that we're going to have a belted test at 50
9 miles an hour as the NCAP.

10 Will we start to use Nij? Yes, but we want
11 to get more experience ourselves with it and with what
12 it means, so no time frame, no plans for -- Certainly
13 not 2001, 2002 time frame. I don't know if that
14 helps. I hope it helps. It tells you we haven't
15 resolved this yet.

16 Question 48 is: Are there any plans to use
17 out-of-position tests as part of NCAP evaluations? No.
18 NCAP has always been structured from 1979 to date to
19 give the result that you would get if you were in that
20 severity a crash; that the manufacturer has designed
21 the vehicle for. The restraint systems are all used,
22 are all working. The dummy is positioned properly.

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1 There is no out-of-position issue in it.

2 I don't envision NCAP turning into where
3 we're evaluating out-of-position or unbelted
4 occupants.

5 Question 49. Question 49, I think I
6 should have crossed out. Does anyone want to hear the
7 braking again?

8 UNIDENTIFIED PERSON: No.

9 MR. KRATZKE: Okay. Good. Question 50 is:
10 Why are the 1998 Technical Service Bulletins still not
11 available on Optical Disk? Are there specific
12 problems, if so, what are the problems?

13 This is from Ken Weinstein. I really want
14 to make Ken come to this, so I don't have to sit here
15 and give you this, but I'm just going to read it. If
16 you have questions, I'll try to answer them as well as
17 I can.

18 All 1998 Technical Service Bulletins can
19 now be accessed through the old data system at the
20 Technical Information Service Library. A photocopy of
21 an original 1998 Technical Service Bulletin can be
22 obtained by providing the technical information

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1 service library with the bulletin number obtained from
2 DMS 2 or any other source. The agency is in the
3 process of correcting coding errors in entering 1998
4 bulletins into the data system. That task should be
5 completed no later than June 30th. Following that,
6 the documents will be scanned into the Optical Disk
7 system.

8 I'm not privy to this. I don't want to go
9 on too long. If I understand what Ken said, is there
10 are two ways to get technical service bulletins. One
11 way you can get them now and you always could get
12 them. The second one is to print out from our optical
13 disk system. Apparently we made some coding errors,
14 so you can't get them this way now.

15 We have had meetings with the Center for
16 Auto Safety about this. We've agreed that we will
17 make the corrections. However, the corrections are
18 kind of a low priority since the bulletins are already
19 available.

20 Question 51. What steps has the agency
21 taken since the public meeting February 9th with
22 respect to the development of child seat labeling

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1 requirements?

2 Well, what we've done since then is I have
3 asked Noble Bowie to take the lead on laying out all
4 of the issues that we got in that public meeting. We
5 will use those public meeting suggestions, as well as,
6 any issues we've seen in media reports or anything
7 else. Lay out a laundry list of all possible things
8 we could do to enhance child passenger safety. Then
9 have teams work in nine different areas. One of the
10 teams that's chaired by Sue Partyka is doing nothing
11 but data and data analysis. Are we doing enough? Are
12 we identifying the appropriate things?

13 Ken Weinstein's office is leading a defect
14 investigations and recalls team. We have three
15 rulemaking teams to look at specific areas where we
16 might be able to do better. We have a public
17 information and education area. So we have nine teams
18 that are working. They've actually finished a
19 preliminary effort on this.

20 What I want to do is put out a
21 comprehensive child safety plan for public comment in
22 September and it's going to identify all of the things

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1 we considered and what we think makes the most sense
2 for NHTSA to concentrate on for the next five or ten
3 years. This is following up with what we did in 1991
4 when we put out a comprehensive child passenger safety
5 plan that had as its ultimate goal something like the
6 LATCH system.

7 We hope we're as successful again.
8 Labeling is one of the nine teams in that and I'd
9 rather not respond to what are you going to do on
10 this, what are you going to do on that until we can
11 come out in a couple of months with a comprehensive
12 list of things we are going to do and why are we not
13 going to do other things in those areas.

14 MISCELLANEOUS

15 The next question a personal favorite.
16 Following the recent publication of the advanced air
17 bag final rule which consumed a large portion of
18 agency efforts, does NHTSA anticipate the pace and
19 priority of agency responses to other pending
20 rulemaking actions will increase? If the answer to
21 that is, no, or I don't know, I'm in big trouble.
22 Yes, I anticipate that when we have folks who can do

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1 other things, it will help a lot. Could I identify
2 priority items for the near and longer terms?

3 We've had another planning effort going
4 where we're working with our folks in research and
5 compliance and planning and my office to get a
6 consensus agreement on where we should target our
7 efforts for the 2002, 2005 time frame to make sure
8 that we're thinking the same thing as everybody else
9 the agency. It's one of our recent discoveries.

10 In the near term I believe there is
11 general agency consensus that we ought to do something
12 on offset frontal requirements this year. If the
13 agency can't issue a proposal this year I would like
14 to put out a statement that says we are years away
15 from being able to do it. There's too much data for
16 us to analyze. There's too much we need to know and
17 check back in 2003 or so.

18 I really want a comprehensive child safety
19 plan out so that everyone knows what the agency is
20 trying to do and can make appropriate comments and
21 judgments on that, and I really want to get out the
22 request for comments on glare from lights and what we

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1 know, what we don't know and what would be an
2 appropriate response. Longer term I think there's a
3 consensus within the agency. We ought to look at
4 upgrading the side impact standard. Long term for me,
5 just so we're meaning the same things is 2004 and out.
6 That's beyond my ability to comprehend. A 10 year old
7 dummy is also in this long term time frame.

8 There are many activities, important
9 activities that you've identified in some of these
10 questions here, like an upgrade of fuel system
11 integrity, like the upgrade for head restraints, door
12 latches where we are revisiting standards that have
13 been in place for a long time, and I hope you will
14 have those to comment on before the end of the
15 calendar year. Don't think that because I don't have
16 that as my near term priority means that it's not
17 important. It's something that I think the agency has
18 agreed on for a long time but we were diverted from
19 what we were doing by advanced air bags.

20 Please update the status and timing for
21 NPRM on pressure locking radiator caps. My best guess
22 here is if we don't have an NPRM by August we will

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1 terminate. We've spent far too much time internally
2 debating this. It's not a huge safety gain. It's
3 something that I think is a credible safety effort,
4 but if we keep chasing our tail and are unable to put
5 something out I think I'd rather chase my tail on
6 something that has a larger safety payoff.

7 54. In May of this year we canceled the
8 planned meeting of the Negotiated Rulemaking on
9 multi-stage vehicle certification. The reason given
10 was concern over the issue of exemptions. What's the
11 status? Are we working on a counter proposal or have
12 we walked away from the table? Well, you know the
13 government can't walk away from the table, even if we
14 really want to, we can't do that, so that's not what's
15 happening.

16 What has happened here is there has been
17 a proposal put forward that would exempt folks from
18 crash test standards if it's very hard to remain
19 within the specs that come from the incomplete
20 vehicles manufacturers and the agency wants to get on
21 the same page. I'm of the view that somebody ought to
22 speak for the safety of the vehicles that are out

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1 there, and as long as it's understood that somebody is
2 going to do that, we're very comfortable.

3 We're trying to review the proposal.
4 Whether we will come back with a counter proposal, I
5 hope so. We tried to do that. There is a meeting
6 scheduled in October to make sure we have lots of time
7 to come up with a helpful counter proposal.

8 By the way, the meeting that was scheduled
9 was not the full committee, it was a working group,
10 and it wasn't like we'd told everybody to come and
11 then said, no, forget it, go home. Any questions?

12 55 is: What is the status of NHTSA's
13 cooperative efforts on development of out-of-position
14 for side air bags? Are there plans underway to
15 institute rulemaking?

16 NHTSA has been an observer. We have
17 reviewed the work that's come out. We think it's very
18 constructive and helpful. We don't view that work as
19 eliminating the need for NHTSA to do anything. NHTSA
20 has said that we are now doing our own research on
21 side air bag, out of position, static tests and
22 dynamic side air bag effectiveness tests. We will be

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1 doing that for the next nine months or so.

2 We think that in addition to the working
3 group activities we're going to have to generate data.
4 Transport Canada has also been an observer on that
5 group. It's one of the issues Brian Jonah wants to
6 raise when he comes down to visit next week as to what
7 they ought to do and discuss their concerns with us.

8 Once we have information, more information
9 than we do now, we'll be in a position to decide
10 whether a rulemaking action is necessary or
11 appropriate. We're doing what we need to do to make
12 that decision. We don't have any plans right now to
13 say no matter what the results are, no matter what the
14 response is to the voluntary test procedures that
15 we're going to do rulemaking. We're going to wait and
16 see. Hope that's helpful.

17 And my favorite, not just because it's the
18 last question, but because we jump from 55 to 67. As
19 you can see auto number doesn't always work.

20 This is a head-scratching question, but
21 I'm certainly happy to respond to head-scratching
22 questions. We recently reported to Congress that six

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1 manufacturers paid more than \$16 million in CAFE fines
2 in '99. Who were they, how much were their fines,
3 what model year, what's the latest model year?

4 There were a total of six manufacturers
5 that paid a total of \$16,275,722 in CAFE fines in
6 1999, they were, 1, Land Rover, \$68. That was paid
7 January 1999. That's why Scott Schmidt now works for
8 the Alliance. Volkswagen who paid \$176,220. Paid
9 April '99. Lotus paid \$36,890 on May '99. Fiat paid
10 \$527,450 on April '99.

11 The first three: Land Rover, Volkswagen
12 and Lotus were for the 1997 model year. Fiat for the
13 model year 1998 as is Mercedes Benz who paid
14 \$1,683,525 on July '99 and the ring leader, BMW who
15 paid \$13,851,569 in December 1999 for the 1998 model
16 year.

17 The latest model year for which NHTSA's
18 calculated CAFE penalties before taking into
19 consideration carry forward, carry back credits for
20 Ford, GM and Chrysler. DaimlerChrysler merged in
21 calendar year '99 and no calculations for its fleet,
22 fuel economy average are available at this time.

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1 For Ford we've calculated its 1998 light
2 truck fleet. For GM it's 1997, light truck fleet.
3 For Chrysler prior to merger the latest year for which
4 we calculated CAFE was for it's 1998 light truck and
5 import passenger car fleet. Are you on the edge of
6 your seats?

7 Well, with that it is certainly got to be
8 lunch time.

9 UNIDENTIFIED PERSON: Is anything on FMVSS
10 118, any rulemaking activity on 118. I think that was
11 terminated, then you said that there's further review?

12 MR. KRATZKE: What I said in 118 was that
13 with the information we're getting on the non-crash
14 deaths, one of the things we are looking at is how
15 many people are killed by power windows. We will have
16 a census count for one year. We think that's valuable
17 information that we'll have in the spring, so we're
18 going to wait.

19 UNIDENTIFIED PERSON: Okay. But the 118 is
20 wrapped up in that?

21 MR. KRATZKE: Yes.

22 UNIDENTIFIED PERSON: Fatality rule?

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1 MR. KRATZKE: That's death certificate.
2 It's medical examiner only deaths. Any others. Paul.

3 PAUL EICHBRECHT: Just a -- If you spend a
4 moment. Does the agency have any rulemaking plans
5 associated currently at least associated with driving
6 distraction driver work load subjects?

7 MR. KRATZKE: No. We're having a public
8 meeting on driver distraction to better identify what
9 we know and what we need to know, what information is
10 out there. In fact, ask Ray about that this
11 afternoon. They're having an open web forum on that
12 from July 5th through August 18th. We're having a
13 public meeting in Washington on driver distraction to
14 talk about what we know, what we ought to be doing.
15 I think it's July 28th or July 13th. I don't have my
16 calendar with me.

17 UNIDENTIFIED PERSON: It was published in
18 the Federal Register about that.

19 MR. KRATZKE: Oh, cool, July 18th.

20 MR. MONK: In fact, the Federal notices
21 will be sat out on the table this afternoon, so if
22 anybody means to get it, pick it up.

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1 MR. KRATZKE: And before I let Mike talk,
2 just to remind everybody, the next NHTSA public
3 meeting is going to be in the Tyson West Park Hotel on
4 September 14th which is a Thursday. I like Thursday.

5 That's one of the good things about being
6 the one who does this, you can pick the day of the
7 week. So I'm willing to listen, if people hate
8 Thursdays and strongly think Wednesday is much better.

9 Anything else?

10 (Whereupon, the proceedings went off the
11 record.)

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PUBLIC PROGRAM MEETING

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